

NORTH CAROLINA WING

CIVIL AIR PATROL

U.S. Air Force Auxiliary

Carolina WingSpan

Citizens serving communities: Above and Beyond



February 2009

NC Wing Commander's Message From the Nation's Capital

Members of NC Wing,

While I attended the Winter National Board Meeting in Arlington, VA this past week, one of the challenges all of the CAP wing Commanders faced was Legislative Day. This my account of Legislative Day on 26 February in Washington, DC. Cadet Colonel Jeremiah Coogan and I teamed up to prosecute the mission to meet with five of our state's "members" and discuss CAP and CAP's value to our nation and state, then to gain their support for the following:

- Restoring 4.4 million to CAP's Operations & Maintenance Budget in the FY10 Defense Budget to enable CAP to maintain readiness in our myriad missions, and
- Reintroducing HR-1333 (now HR-1178 as of 26 Feb) asking the Government Accounting Office to review the functions of CAP

and how we may support HLS at the local, state and federal levels and be better utilized for a range of Homeland Security missions.

Cadet Coogan and I visited the offices of Senator Richard Burr and Congressmen Walter Jones, Howard Coble, Heath Shuler and David Price. We were not the only CAP members on Capitol Hill that day - the halls of the senate and congress buildings were full of blue CAP uniforms and CAP blazer combination uniforms of CAP members from across the nation.

We began our venture to Capital Hill by walking through a maze of underground tunnels from the hotel to the underground METRO system, arriving at about 0800 hrs. We figured out the fare system and bought a ticket, rode the METRO and changed stations until we arrived at the DC station. Then we walked a couple of blocks to the Senate building and breezed through security on our way to Senator Richard Burr's office. At 0845 hrs we were met by his Military Legislative Fellow, Lt Col Brooks Tucker, USMCR. We discussed the above two items at length and then Senator Burr arrived, visited with us and expressed favor for our request for support. He then had his photographer take a couple of photographs of the three of us. The photos haven't arrived from the Senator's office yet

Col Brooks escorted us on what seemed like a mile hike through the tunnels under the buildings and then through another security screening into the congressional building right up to Congressman Jones' office for our 0930 hrs appointment. We were met by the Congressman and sat and talked with him about the above two subjects. To our surprise, Congressman Jones

Continued on Page 21 ...

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PAO Information:

There are two internet mailing lists that NCWG PAOs should subscribe to; the CAPNC mailing list and the national CAP-PAO mailing list.

The CAPNC mailing list is for all members of the NC Wing of the Civil Air Patrol to share announcements. To subscribe to the list, visit our subscribe page on the website.

To join the national CAP-PAO mailing list, go to the CAP-PAO web page or send a message to cap-pao-owner@lists.sempervigilans.org.



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Carolina WingTips

The adjacent photo depicts C/Col Kelly Weeks receiving her Spaatz Award recently. The award was presented on Saturday, Nov 1, at the new meeting place of the Chapel Hill Composite Squadron (soon to be the Orange County Composite Squadron) in Hillsborough at the Orange County Rescue Squad Building. The presenter was Lt. Col. Monte Yoder, commander of the Army ROTC Brigade at UNC. In attendance were Col. Larry Ragland, NC wing commander, Maj Paul Meade, squadron commander, members of the squadron, family, and friends.

Kathleen Weeks, 1Lt, CAP
NC-150, DCC, MLO



The Apex Cadet Squadron has the distinct honor and privilege to announce the APPOINTMENT of Cadet 1st Lt TJ Richardson to the US Coast Guard Academy and Cadet 2d Lt Brock McGehee to the US Air Force Academy, Class of 2013.

We are immensely proud of their many accomplishments and are looking forward to their continuing service.

CONGRATULATIONS C/1st Lt Richardson and C/2d Lt McGehee!

Lt. Col. Pam Landreth-Strug
<pstrug@gmail.com>

Raleigh-Wake pilots 100% Wings Certified

All active (Form 5) pilots in NC-048 have renewed their commitment to Safety and CAP Excellence by completing the FAA Wings Certification. Other than the single pilot in NC-055 this makes Raleigh-Wake Squadron the first to achieve and document this commendable goal.

More information on the Wings program can be found at: <https://www.faasafety.gov/WINGS/pppinfo/default.aspx>

Tim Tessin, Capt, CAP
CC/NC-048

Carolina WingTips

On Friday the thirteenth, an ELT of the 121.5 variety was monitored in the area of the airport at Hickory, NC by a CAP member. Since AFRCC no longer monitors 121.5, new procedures were followed. A member on the Alert List was notified. This includes LtCol David Crawford, LtCol Jeff Willis, Capt Andy Wiggs or Capt Rob Mason. AFRCC was then notified by LtCol Crawford and a mission number was assigned by AFRCC. CAP could then proceed. A UDF team was put together in Hickory and they went to the airport. The signal was picked up quickly and isolated to an aircraft within 25 minutes. Once the owner was notified he gave permission for the FBO line crew to silence the beacon. AFRCC was notified and they no longer looked for three negative passes. They immediately closed the mission when we certified it was silent. This was all done very efficiently under the new method. Thanks go to LtCol Reid McKay (UDF) NC124, 1st Lt Mauro Capobianco (UDF) NC001 and LtCol Jim Carr (GBD) NC001.

LtCol Bill Hawke (IC) NC082

Organizational Excellence Committee

Wing Staff and Senior Commanders,

Commencing 1 April, we must have an Organizational Excellence Committee (OEC) named and ready to operate and process the applications for the Organizational Excellence (OE) program.

Who wants to serve on this committee? If there are no volunteers, volunteers will have to be generated. However, this will be a perpetuating committee and service will not be indefinite. New members will be "plowed" on, as necessary. First round "volunteered" members will be senior officers (Lt Col and Maj grades) who are master rated in at least one specialty track. We'll develop successors . . . and have "fun" doing it.

We also must have a mentor pool ready, but I've received applications from only two volunteers so far.

I urge all of you to read and become very familiar with the OE documents. All commanders must be prepared to address OE and the OE procedures with their members before 1 April. Commanders must be thoroughly familiar with the application process and the related ratings. Staff must be knowledgeable to the point that they understand, professionally respond to and refer inquiries from unit members ("I don't know" isn't the level of acceptable professionalism we need in this wing).

1 April is the "begin" date, not the "get ready" date.

Looking forward to hearing from /you/.

Roy Douglass, Col, CAP
NC Wing Commander

Say again, please!

While on a Bay tour near San Francisco, a Cessna 172 pilot received an instruction from San Francisco tower to turn to a heading of 120 degrees for noise abatement.

Cessna:

"Noise abatement?"

ATC:

"Yeah. Did you ever hear the sound a Cessna makes when it hits a 747?"

Richard Bertoli, AvWeb

MARK YOUR CALENDAR !
THIS IS THE REAL THING - DO NOT
ACCEPT ANY IMITATIONS

MER CONFERENCE

2009

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www.mer.cap.gov

**SPOUSE ACTIVITY, CAP HISTORICAL DISPLAY,
WOMEN'S FORUM, CADET SPEAK-OFF, and VANGUARD**

OPERATIONS

It has come to my attention that there may be some confusion in the Wing over the purpose of the Monthly Funded Training Mission Number that we have every month. I want to take a moment now to dispel any confusion.

Each month the ES Staff puts together a Training request that flows up the chain and is approved. The training money allows us to accomplish "Directed Training" -- meaning training that is specific to the needs of the various units within the Wing. This money is open to every unit for funded training. There are very few "Strings" attached. There must be "REAL TRAINING" occurring, not just boring holes in the sky, and there must be a Supervising Incident Commander for each "Specific Activity Site".

This will allow units to, for example, conduct UDF training on a meeting night or have Aircrew Training on a week night or weekend. It just simply has to be pre-planned and coordinated with a the ES Training Officer and an IC. You do not necessarily have to come to a Mission Base like Burlington to get funded training.

While we have been doing this for several years and many of you are already using it, there are a number of "Missed Opportunities" each month. For instance, Staff Meetings or Commander's Calls. Those traveling to these events can accomplish some real training enroute to the event with just a small amount of preplanning and coordination. Arrange to have a training beacon placed at an unknown location along the route of flight and do an ELT search coming to and from the event. (no...don't ask us to put it on the field at Burlington, but we can put one in the general area.) This will allow your aircrew to get real training in while enroute to/from BUY for the meeting, and it's FUNDED! It just takes a bit of preplanning. The same applies for "Ground Pounders." Do some preplanning, put a team together and go hunt down (and find) the ELT, work on Air to Ground Coordination, etc. on the way down to a Commanders Call. Kill two birds with one stone. Never pass up an opportunity to train.

Other items that can be funded included CAPF 5 & 91 renewals for mission pilots. We have far fewer people take advantage of this than we have pilots that are eligible. If you are a rated Mission Pilot you are eligible to complete your Form 5 and or Form 91 under the training mission. Simply coordinate with the ES Training Officer (Capt. Rob Mason: rmason@ncwg.cap.gov) or the Wing ES Officer (Capt Andy Wiggs awiggs@ncwg.cap.gov) ahead of time.

I hope this helps clear up any confusion. If I can be of any help to you please don't hesitate to call or email me.

Lt Col Jeff Willis, CAP

NCWG Interim Director of Operations

NCWG Senior Incident Commander

NCWG CD/HLS Officer

jwillis@ncwg.cap.gov

Lt Col Jeff Willis is appointed as the Interim Director of Operations for North Carolina Wing, effective 7 February 2009. Lt Col Willis has been a member of CAP for over 24 years, both as a Cadet and Senior Member. He is a CAP pilot with over 800 hours PIC time, a Mission Pilot, Mission Check Pilot Examiner. He is presently the Wing's Senior Incident Commander with over 300 Missions to his credit. Lt Col Willis currently serves as the Wing CD / HLS Officer and has previously served as the Wing Director of Emergency Services and as the Deputy Director of Communications. He holds Masters ratings in both ES and Communications.

David E. Crawford, Lt Col, CAP
Chief of Staff, North Carolina Wing
Civil Air Patrol

FAASTeam Tip #2

Notice Number: NOTC1548

Select and Use Conventional and Unconventional Personal Minimums

The use of a Personal Minimums Checklist is one method for identifying and managing risks when you fly. It's an excellent starting point for considering risks, especially for low-time pilots. If you have thousands of hours of experience, it's possible you didn't learn about Personal Minimums when you got your license years ago. To have survived this long, however, you have probably developed your own routine for managing risk, or have just been lucky. Rather than waiting for the luck to run out, take the time now to develop your own Personal Minimums.

First, print a copy of the FAA's Accident Prevention Brochure P-8740-56, called Personal Minimums Checklist

. Then spend some quiet time reading through the four categories of Pilot, Aircraft, Environment, and External Pressures and decide on the minimums that you'll use to guide your decision making for every flight. Think of it as a way to not only preflight the airplane, but also to preflight the pilot and other risk factors.

In the Pilot category, you might set the minimum number of hours of sleep that you'll always require before making a flight. In the Aircraft category, you might set your minimum fuel reserves at 1 hour in the daytime and 1-1/2 hours at night. That is double the legal minimums but, when you consider that 11 percent of accidents are fuel related and mostly preventable, it makes sense to carry extra fuel.

In the Environment category, you might choose to fly with at least 5 or 6 miles of visibility in the daytime, which, again, is double the legal minimum visibility of 3 miles. Or, although it is legal to take off IFR with zero visibility, you might decide to always require a ceiling and visibility that allow you to return IFR to your departure airport if you encounter a problem after takeoff.

Also, consider unconventional minimums that you will not find on the list. For example, because most night accidents occur when the moon is not in the sky or it is obscured by clouds, you might decide to not fly at night, unless at least a quarter moon is visible. Or, because fatigue is an accident factor, you might decide never to fly after 11 p.m., or after you've had a combined workday and flying time of, for example, 10 hours. Be creative in selecting personal minimums that fit your knowledge of yourself and known accident factors. Then, never violate the minimums you have established, regardless of the internal or external pressures you may experience to complete a flight.

The FAASTeam has asked Max Trescott, the 2008 National CFI of the Year, to write a series of safety tips. Max, a San Francisco area-based Master CFI, specializes in teaching in and publishing training materials for glass cockpit aircraft. You can read more of his work at www.maxtrescott.com and www.g1000book.com or e-mail him at info@sjflight.com.

Middle School Visits

Editor's Note: Due to the importance of the information contained in this article, the normal article length has been waived. This information is very timely for units struggling to remain viable.

1st Lt Kertis Henderson, CAP
Public Affairs Officer
MER-NC-022 Burlington Composite Squadron

About the Author

I'm the Public Affairs Officer at the Burlington Composite Squadron (NC-022). In the past, I've done a number of non-C.A.P.-related school visits. I've used these visits to teach topics such as computer programming, photography, and mathematics. Over the years, I've learned a little bit about how to make these visits go smoothly and how to capitalize on them afterward. I hope to help other squadrons use these visits for cadet recruitment.

Problem

I'll describe NC-022 as it was in the months before our first middle school visit. At the squadron, we had a functioning group of senior officers, and almost all of the staff positions were covered by one or two members. We had enough cadets to have an interesting meeting, but we still had room for more. Our meeting space had more than enough room for senior officers, cadets, and other specialized groups to meet at the same time each Tuesday night.

Our goal was to recruit more cadets from area schools. Like most squadrons, NC-022 represents an area that contains many middle schools, so we had options to choose from.

Four Parts

The process of recruiting cadets from middle schools takes a few months. If a visit is not properly planned or not followed through, then the results might not be as good as we hope. I've broken the process into four steps:

1. Get the Squadron Working
2. Plan the Visit
3. Make the Visit
4. After the Visit

Get the Squadron Working

Before we call a school, before we ask members to speak, before we do anything else, we need to have a working squadron. A working squadron is one that has its staff position filled. It has a working cadet program. Such a unit has regular meetings. Nobody wants to join a squadron that isn't working.

Staff Positions

Why should we have all staff positions filled? For two reasons. Firstly, nobody can argue against having people trained in the finer points of running a squadron. Secondly, and more relevantly, we need to show the cadets how the Civil Air Patrol works! Communications, Public Affairs, Emergency Services, Aerospace Education, and the rest are each very important to a cadet's experience.

For instance, imagine the cadet that's very interested in radio communications. Without a squadron communications officer who is somewhat familiar with his staff position, it would be very difficult for that cadet to learn about radios. Without that opportunity, the cadet is more likely to attrit. In general, staff positions should be filled and those individuals should be prepared to perform the necessary duties of that office.

Cadets

Before new cadets are invited, the existing cadet program should be running. This seems like a chicken-and-egg problem. If we need cadets, how can we have a working cadet program? Fortunately, there are ways to help in this situation.

Try to have more than one representative. If you can bring more than one member, the program looks more legitimate. If it's possible, bring a cadet or two. A cadet in uniform looks very impressive to their peers. Choose members who are knowledgeable in the areas which they plan to present. Even if their presentation is well-rehearsed and airtight, there will always be questions. Middle school students can ask a lot of strange and interesting questions.

Handouts

Your sponsor at the school should be able to estimate the number of attendees. Plan to have handouts for each of them. It is also nice to have extras to leave behind or to allow students to take extra copies. There are handouts available from your wing or from national headquarters.

Make the Visit Early Meeting

I like to meet with the group early on the day of the school visit. Last-minute changes to the presentation will inevitably happen, and it's nice to have everyone present to discuss the plan. Everyone can make sure their uniforms are on correctly. It also gets everyone out of bed early enough to get to the school on time. Which leads me to the next point... You represent the Civil Air Patrol and The U.S.A.F.

This goes without saying, but it is absolutely vital to put your best foot forward. You must be in uniform. You must be on time. Everyone should arrive together and without argument or horseplay. This is easy stuff, but it's some of the most important details of the visit.

The Presentation

Hopefully, everyone shows up and there's a room full of students. The presentation should be the easy part. Give a brief introduction and make it very clear that you're not recruiting. You just want to give information and tell the kids about the program. Questions should be welcomed at any time, though in a format that the sponsor approves of. (Should they raise their hands, or step to a microphone in the aisle?)

Next, the each speaker should introduce themselves and give their presentation. If a projector is used, make sure that there's enough interesting information, in both the slide show and the speaker's content, to keep the students engaged.

The handouts should be given out at the end of the presentation. At the earliest, hand them out during the question-and-answer session at the end. Handouts immediately take focus from the presenter, so save them for the end.

Don't forget to leave details about the squadron meetings! Something simple, such as a handout, or a note in large writing on the blackboard will get this information across. Leave your squadron's address, meeting times, and contact information, such as web site, e-mail address, and phone number.

When you leave, be sure to thank the sponsor and the school administrators. This gives you a nice opportunity to leave a box of handouts or a poster with them. Don't forget to mention Aerospace Education Membership to the adults!

After the Visit Follow Up

In the week after the visit, call or e-mail the sponsor to thank them for allowing you to visit. This gesture will make them more likely to recommend you when you're setting up your next school visit. The next visit you plan will always be easier if you have a good reference at another school.

The Next Meeting

Don't be surprised when your cadet attendance spikes at the next squadron meeting. Make sure that there is an appropriate activity planned, and that there is somebody available to speak to the visiting students and parents. They'll all have questions. This meeting is crucial to retention of these prospective cadets. You should give them the feeling that they can fit in, have fun, and grow with the cadet program.

Summary Our Results

Here are some details about my first C.A.P. school visit. We had about 25 students in attendance. We brought our squadron commander, two other senior members, and two cadets. The commander spoke about cadet programs and showed slides with pictures of our cadets doing fun things (BDUs in the woods, C-130s, blackhawks, lots of smiles, etc.). The two cadets spoke briefly about their experiences. Next, a Ground Team Leader, spoke about emergency services. He brought a 72-hour pack and all the "toys" that he takes with him on missions. Then, a mission pilot spoke about aerospace education. He brought Cessna posters and sectional charts. Finally, we did a question and answer session.

From that one school visit, we've had 10 cadets with significant interest in the program, and most of these have already joined. The icing on the cake is that they've told their friends about the program, and they're doing a great job of spreading the word.

Editor's Notes: NCWG Public Affairs Marketing Plan/Crisis Plan

As of 28 February 2008 14 units have submitted the above plans to the Wing Director of Public Affairs. After reviewing the plans they will be forwarded to the Wing CC. So just how necessary are these plans?

The PA Plan details the steps your unit plans to take to improve your outreach to the community. It should list ideas for recruiting and retention; media relations and any other unique ideas you have to make your unit stand out.

The Crisis Plan details what to do if a crisis situation develops, such as: serious injuries to members, a vehicle accident with property damage and injuries, a natural disaster and more. But more importantly it should list unit members who will serve as the Crisis Team, and what they will be expected to do if the unexpected happens.

If you don't have a plan ... you are planning to fail.

Check the IG calendar. When is your next Subordinate Unit Inspection coming? If you don't have a plan, you are planning to fail. How big a hammer do you need hanging above you to motivate you to finish up and submit these plans? These plans aren't a suggestion--CAPR 190-1 requires them. So does the NC Wing Supplement to 190-1. **Unsatisfactory** is an ugly word to see on an SUI report. It pulls down the overall unit's final grade.

The deadline for submission of these plans established by National is January 31 of each year. OOOOPS!

DP

NC Wing member honored at Ft. Bragg



1st Lt. Jo Ann Mason
Public Affairs Officer
Fayetteville Composite Squadron
North Carolina Wing

(Left-Front, from left) U.S. Army Lt. Col. Carey Wagen, incoming commander of the 2nd Battalion, 82nd Regiment; Army Col. Paul W. Bricker, commander of the 82nd Combat Aviation Brigade and host of the change of command ceremony; and Lt. Col. Jayson A. Altieri.

(Below-Front row, from left) Maj. Gen. Dwight H. Wheless, former Civil Air Patrol national commander; Shelle W. Altieri; Army and CAP Lt. Col. Jayson A. Altieri; and Col. Roy Douglass, North Carolina Wing commander, along with senior members and cadets from the North Carolina Wing at the change of commander ceremony.



NORTH CAROLINA — Twelve members of the North Carolina Wing attended a U.S. Army change of command ceremony as one of their own, Lt. Col. Jayson A. Altieri, relinquished command of the 82nd Airborne Division's 2nd Battalion, 82nd Aviation Regiment on Feb. 5 at Fort Bragg's Ritz-Epps Field House.

Altieri, a 25-year veteran of the U.S. Army and a 30-year member of Civil Air Patrol and a lieutenant colonel in both, is a member of the Fayetteville Composite Squadron. He serves as a cadet orientation and search and rescue pilot as well as a ground team leader.

He assumed command of the 500-paratrooper battalion at Kandahar Air Base, Afghanistan, in 2007. A UH-60 Black Hawk helicopter aviator with more than 2,000 hours flight time when he was selected by the Army vice chief of staff to command the battalion, he led the Dec. 7, 2007, air assault on the Taliban-held city of Musa Qala in southern Afghanistan.

Last summer Altieri led a combined aviation task force to Alabama in support of the Federal Emergency Management Agency's Hurricane Ike relief operations. He had previously flown combat missions in 2004 and 2005 supporting Army and Marine ground forces in Iraq.

Speaking at the change of command ceremony, Altieri thanked his wife, Shelle; his fellow soldiers and their families for their support to the nation and for their sacrifices during the War on Terrorism.

"The men and women before you are this republic's greatest strategic resource and most certainly its most prized and highly regarded national treasure," he said. "These soldier-aviators are worth more than any F-22 jet fighter or Seawolf nuclear submarine; they are priceless.

"Why, you ask? Simply this: Although our president and the Congress may direct our national policy, it is in fact the soldier-aviators before you who implement that policy and ensure that our children sleep safe and have no fear."

Among the Civil Air Patrol members attending the ceremony were Maj. Gen. Dwight H. Wheless former national commander, and Col. Roy Douglass, North Carolina Wing commander. Senior members and cadets from the Fayetteville and Raleigh-Wake composite squadrons were present as well.

**THE AMERICAN LEGION
DEPARTMENT OF NORTH CAROLINA
RESOLUTION FORM**

Drug & Alcohol Abuse Committee

Date Approved 2/21/2009

Department Resolution No.

Date Received 2/20/2009

“WHEREAS, the American legion is an organization of war veterans who have dedicated themselves to the service of the community, state, and nation; and

“WHEREAS, the service is performed through the American Legion’s various programs, and are supported by the two million plus members, and

“WHEREAS, one of these essential programs is the Children & Youth commissions Drug & Alcohol Abuse committee which recognizes that we are involved in a war against the illegal use of drugs, and

“WHEREAS, the success of the program is dependent upon the use of all of the recourses in this battle against illegal drug use, and

“WHEREAS, the 57,000 plus members of the Civil Air Patrol an Auxiliary of the United States Air Force have dedicated themselves to help communities fight the illegal use of drugs through their Drug Demand Reduction program, and

“WHEREAS, the recognition of efforts will serve to enhance dedication of the American Legion and Civil Air Patrol in the education of our youth to the dangers of the use of drugs; now, therefore, be it

“RESOLVED, that the American Legion commend the Civil Air Patrol for its Drug Demand reduction program as a major contribution to the war against the illegal use of drugs; now, be it

“FINALLY RESOLVED, that the commendable Civil Air Patrol Drug Demand Reduction program be recognized by the American Legion as a formidable contributing influence in the reduction of the illegal use of drugs by Americas youths.

The above resolution was approved by the Department Drug & Alcohol Abuse Committee at a meeting held at the Department Mid-Winter conference Feb. 20, 2009.

Joel H. Lipsey
ATTEST BY VICE-CHAIRMAN
DRUG & ALCOHOL ABUSE
COMMITTEE

Charles E. Smith
SIGNED BY CHAIRMAN
DRUG & ALCOHOL ABUSE
COMMITTEE



Cape Fear change of command

Wilmington, NC – Members of the Civil Air Patrol Cape Fear Composite Squadron gathered at the VFW Post 2573 in Wilmington, North Carolina for the squadron's Change of Command Ceremony. Current commander, Maj. Mike Starr officially turned over command to Maj. John Kay in the evening ceremony.

With the squadron's strong emphasis on cadet programs, the ceremony concluded with speeches from three cadets honoring Maj. Starr for his strong leadership and tireless efforts in encouraging and mentoring the squadron's younger members. A former cadet, Maj. Starr served in Virginia and Maryland and served the Cape Fear Composite Squadron as: Commander, Deputy Commander for Cadets, Communications Officer, and Red Cross certified instructor (teaching first-aid and CPR). Maj. Starr continues to serve the Civil Air Patrol as Deputy Commander for Cadets and Communication Officer within the squadron. He will also serve as Deputy Commander of Group 3 and as Assistant Communications Director for the NC Wing.

In accepting command, Maj. John Kay brings years of experience from careers in the military; as a successful business owner; corporate leader and devoted member of the Civil Air Patrol. Maj. Kay first joined the Civil Air Patrol as a Senior Member in Hawaii at the Kona Composite Squadron. After a successful business career, Maj. Kay rejoined the Civil Air Patrol in 2006 at his current location at the Cape Fear Composite Squadron in Wilmington, NC. With numerous promotions and awards, Maj. Kay brings strong leadership and experience to the squadron.

Photo: (Maj. Starr and Kay 3.jpg) Maj. John Kay accepts command from Maj. Mike Starr. Photo provided by: 2t. Lt. Steve McMillan





OFFICE OF THE NATIONAL COMMANDER
NATIONAL HEADQUARTERS
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
MAXWELL AIR FORCE BASE, ALABAMA 36112-6332

15 February 2009

MEMORANDUM FOR ALL CAP MEMBERS

FROM: CAP/CC

SUBJECT: Nondiscrimination

1. To maintain the ethical standards on which CAP core values are based, Civil Air Patrol must reaffirm its commitment to doing things right. This is particularly true when it comes to ensuring that all of our members, and potential members, have an equal opportunity to participate and progress within CAP.
2. We started this reaffirmation when the 36 series of CAP regulations were rewritten this past August. These updated regulations not only prohibit discrimination, but also task us to, "make every effort to ensure diversity in recruiting new members into CAP." Additionally, they task CAP's leadership to, "encourage equal opportunity in recruiting, execution of CAP's missions and programs, promotions, awards, and educational opportunities." These are tenets for treating our members in the way that we would all like to be treated. Unfair treatment due to an individual's race, sex, age, color, religion, national origin, or disability is discrimination and will not be tolerated.
3. Commanders at all levels are responsible for ensuring that members under their command are aware of and adhere to CAP's nondiscrimination policy.
4. Allegations of violations of the CAP Nondiscrimination Policy will be sent to the Equal Opportunity Officer (EOO), Col Theodore Chavez, or the National Headquarters Equal Opportunity Administrator (EOA), Mr. Gerry Rosenzweig. Submission of allegations and/or complaints directly to the CAP/EOO will not be considered a violation of the chain of command.
 - a. Complaints of harassment and/or hazing are to be handled under the CAP Inspector General Complaints program and not under the Nondiscrimination Policy.
 - b. Those wishing to submit a discrimination complaint should review CAPR 36-2 for procedures and guidance. Additional guidance may also be obtained by contacting the EEO.
 - c. The CAP/EOO, Col Ted Chavez can be contacted at theodorechavez@sbcglobal.net, (408) 993-1679, or postal at 1501 The Alameda; San Jose, CA 95126.
 - d. The CAP/EOA can be contacted at grosenzweig@capnhq.gov, (877) 227-9142 ext. 228, or by writing to CAP/EXS; 105 South Hansell Street; Maxwell AFB, AL 36111.
5. A copy of this letter should be posted at every unit location or made available to all members in the unit. Additionally, commanders at every level will ensure that the CAP Nondiscrimination Policy is briefed to all members within their respective commands by 31 May 2009.
6. Any questions concerning this policy should be directed to the CAP/EOO.

Amy S. Courter

AMY S. COURTER
Maj. General, CAP
National Commander

NTSB Report

NTSB Identification: ERA09LA130

14 CFR Part 91: General Aviation

Accident occurred Sunday, January 04, 2009 in Wilmington, NC

Aircraft: CESSNA 550, registration: N815MA

Injuries: 7 Uninjured.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On January 4, 2009, about 0200 eastern standard time, a Cessna 550, N815MA, was substantially damaged when it impacted the runway during a forced landing, with the landing gear retracted, at the Wilmington International Airport (KILM), Wilmington, North Carolina. The airplane departed the La Isabela Airport (MDJB), Santa Domingo, Dominican Republic, on January 3, 2009, about 2300. The certificated airline transport pilot captain, certificated commercial pilot first officer, and five passengers received no injuries. The personal flight was operated under the provisions of 14 Code of Federal Regulations Part 91. Instrument meteorological conditions prevailed at the time and an instrument flight rule (IFR) flight plan was filed for the international flight.

The airplane was examined by a Federal Aviation Administration (FAA) inspector who responded to the accident site. The airplane received skin damage to the underside of the fuselage and several puncture holes into the pressure vessel. The pilot reported to the FAA inspector on scene, as well as to a National Transportation Safety Board investigator, that they had "ran out of fuel." They had attempted three instrument landing system (ILS) approaches to runway 24, however due to the fog at the airport they were unable to see the runway environment. On the third missed approach the No. 1 engine shut down and the pilots requested a vector from air traffic control (ATC) for another approach to KILM. The pilot stated to ATC that they were low on fuel. While being vectored for the fourth approach, the No. 2 engine shut down and the pilots requested an immediate turn to the airport; they were able to locate the center of the airport on their global positioning system (GPS) and "aimed the airplane at the intersection of the runways." Approximately 50 feet above ground level (agl), the pilots saw a row of lights, paralleled the lights, landed gear up on the departure end of runway 6, overran the runway, and impacted several light stands for runway 24, coming to rest 2,242 feet past the point of the initial touchdown.

The accident airplane was manufactured in 1982 and issued an airworthiness certificate on May 20, 1982. The airplane was equipped with two Pratt and Whitney JT15D-4 Series turbofan engines.

The 0153 weather observation at KILM, reported winds from 020 degrees at 3 knots, a broken cloud layer at 100 feet agl, an overcast cloud layer at 500 feet agl, 1/2 mile visibility, temperature 11 degrees Celsius (C), dew point 10 degrees C, and an altimeter setting of 30.14 inches of mercury.

The airplane has been retained by the National Transportation Safety Board for further examination.

Learning Lessons from a Former Cadet

(Hickory, NC) - How does joining Civil Air Patrol as a Cadet influence your life? That was the question answered to the Hickory Squadron Civil Air Patrol members and guests when a former Hickory CAP Cadet came to visit. US Army Captain Scott Beal honored the Squadron with a visit sharing some of his life experiences.

There were nearly 30 people in attendance for the Feb. 17th 2-hour presentation by the former cadet. Capt. Beal was a cadet in the Hickory Squadron CAP from 1996-2001 and in that time he had many accomplishments including Billy Mitchell and Amelia Earhart Awards. Captain Beal left the Hickory Squadron when he became a full time college student at Appalachian State University before joining the Army. In his Army career he has been a Tank Officer, Scout Platoon Leader, and has climbed to the rank of Captain in just four years of service. He has served a tour of duty in Iraq and will be returning to Iraq after further education in Washington DC. His determination to learn all he can in Civil Air Patrol benefited him in his Army career. He stressed the importance of education as well as discipline, integrity and goals in which he learned at an early age in the Cadet program.

Civil Air Patrol is proud to have members and past members like Captain Beal as well as many of the everyday heroes, everyday, who serve our communities.

Ronda Isaac
Public Affairs Officer
Civil Air Patrol
Hickory Composite Squadron



Capt. Beal showing his CAP experience to the Hickory Squadron on 2-17-09

Burlington unit hosts NCWG Commo Conference

The NCWG Group 2 Commo Conference took place Friday, 20 Feb and Saturday, 21 Feb, 2009 at NCWG headquarters at BUY. Three members received ACUT and one member received BCUT on Friday night. These sessions were taught by Lt Col David Ritter of NCWG. The students practiced using radios, learned about commo regulations, and took CAPF119 tests.

On Saturday, 25 members turned out for the conference. Capt Keith Savoy, NCWG Director of Communications, gave an excellent presentation on spectrum analysis, NVIS antenna sets, and his new "Thoop Gun." (Pictures will follow.) 1st Lt Jose Guzman of the Raleigh-Wake Squadron gave presentations on ES commo regulations and eQSO, a new method of linking the CAP VHF repeaters to personal computers using Common Off The Shelf components, like a microphone and speakers. Capt Bob Beichner, also of Raleigh-Wake, gave a great presentation on how GPS works. Lt Col Ritter showed off his dazzlingly-effective "Slim Jim" VHF antenna, which can be constructed with low-cost components to create a very high-quality VHF antenna. Capt Kertis Henderson of the Burlington Composite Squadron spoke about message handling.

A very excellent lunch was provided by our Grill Unit, lead by Lt Col Eric Grant, Grill Unit Leader, of NCWG. Capt Andy Wiggs, 1st Lt Ruth Buslinger, C/1st Lt Zachary Baughman, C/1st Lt Will Buslinger, and C/Amn Jon Pendergraph of the Burlington Composite Squadron also worked extra hard on the lunch. The lunch consisted of steak, baked potato, salad, and Texas toast. Col Grant and his team should be commended for this exemplary lunch.

Thank you to our instructors and presenters, as well as those who helped to put on this event. Thank you to all who drove so far to attend. This event would not have happened without you.

Capt Kertis Henderson, CAP
Communications Officer
MER-NC-022 Burlington Composite Squadron



Lt. Col. Ritter and "Slim Jim"



1st. Lt. Guzman discusses CAP VHF



Capt. Savoy with "Thoop Gun"

Franklin Co. Open House

Wow! What a wonderful turn out to such an event. It had been sometime since we had held one of these events, but it came at a critical time for our squadron, and group!

"What a great turn out, and such professionalism" was a quote from the Franklin County Airport manager, Mr Rob Southerland, after a phone call on Friday from him. He wanted to know if we would like our CAP website added as a hot link to the airport's website. He is a huge supporter of CAP and has taken the position of airport manager as of November 2008.

We had estimated at 30-40 people that attended the open house. We lost count after that. Members of the Raleigh-Wake Squadron and Group II, as well as wing staff were able to come out and help us talk about CAP and what we do.

We started with a presentation by Lt Brian Cail on Emergency Services, followed by a color guard presentation by members of the Raleigh Wake Squadron. A short presentation was made by Group II Commander Major Toby Wall, and then Capt Tim Tessin did a short presentation on the Cadet Orientation Flight Program. This was followed by a presentation of drill and ceremony by the cadets that were present that evening, led by Cadet Captain Coogan.

We were also lucky to have two CAP airplanes on display for folks to look at and ask questions. Capt Tim Tessin flew up 716CP and Major Mickelson flew up 99162. Both planes had spot lights on them throughout the evening so people could see them and get some Aerospace Education.

I would like to try and thank all the people below for their help and support:

Col. Roy Douglass	Capt Tim Tessin
Lt Col Richard Harkness	Mr Rob Southerland
Lt Don Penven	Lt Brian Cail
Major Toby Wall	Major Clive Goodwin
Major Maher Nouredine	Mrs Carnley
Lt Col Al Therriault	Cadet Col Justin Stephenson, NC State ROTC
Cadet Capt Coogan and his color guard	Mr and Mrs Farley

Big thanks go to SM Ben Cason who has done a tremendous amount of recruiting for us and gotten the word out in the Franklin County area. In a short debrief, we probably are going to be signing up at least 10 new members in the next few weeks. I took two applications home that night, from two recruits that had been to out meetings before.

More than likely, I forgot to mention someone. We are hoping to hold another open house in the early fall when school starts again after the summer.

This was a critical event for us to rebuild our squadron numbers. It also helped the entire group out by bringing us together and working as ONE. Plans in the future are to share assets and meeting participation when we are able to coordinate.

Many thanks to all mentioned, and the ones I forgot.

Matthew Mickelson Major CAP
Commander
Franklin County Composite Squadron
MER-NC-145
mattmickelson@allstate.com

NC Wing Cadet Competition By: 1st Lt Sam Brandt

President Reagan, when speaking to the press about the men and women of our United States Armed Forces. said, "Where do we get such Men"?

His comment about our Military was made shortly after the rescue of American Medical students in Grenada back in 1983. Remember Grenada? The calibre, character and selflessness and many other qualities of our Military personnel shined during that foot note in our history. Had you been at the Army National Guard Armory this past February 21st in Raleigh, NC. You would have witnessed just where some of those future men and women will come from. The Event, the 2009 N. Carolina Cadet Competition. From all across the great state of N. Carolina, Cadets, Senior Officers, Family and Friends gathered for a friendly yet spirited competition. The Goal, to see who would carry the N. Carolina Flag to the National Competition later this year. Over the past few months, Cadets have practiced their Marching skills, Studied Aerospace Education, Military customs, CAP and Military history, Leadership skills and run countless miles in preparation for this day.

The competition began with the morning briefing. Lt Col Al Therriault, NC Wing Director of Cadet Programs and a room, full of Senior officers, Cadet leaders and Cadet Supporters opened with a Prayer, then moved into the business of running a competition. The Mile Run officially opened the competition at 0815 that chilly morning. Senior Officers with pencils, forms and stop watches timed the Cadets as they crossed the finish line. Cadets waiting their turn to run cheered on and shouting encouragement to fellow cadets.

Once the Air Force Judging Team arrived. C/Capt Coogan greeted and helped them settle in and prepare for the judging events. CAP Senior Officer Major Kong served as lead Competition Judge. As the Mile Run was coming to a close. Class rooms were being prepared for the written exam portion of the competition. Cadets put on their game faces for the next event, Uniform Inspection. Dead silence filled the room as the judges moved about each cadet. Family and friends looked on from the side lines, some with cameras and camcorders, all holding there breath as they watched. While the inspection floor was stone quiet, the hallways were all a buzz with cadets checking each others uniforms that one last time.

The competition was building momentum as the lunch hour approached. Cadet and Senior staff staying a few steps ahead, preparing the way for the Quiz Bowl, Outdoor drill, Volleyball and Indoor Practical Drill. All the while competition staff collected cadet times, scores for individual and team scoring. When all was said and done, four color guard teams and two drill teams, nearly 50 cadets in all, competed for individual and team top honors. After all the events had ended, the US Air Force Judges changed hats and demonstrated the US Flag presentation by an Air Force Color Guard team. Afterwards they held a question and answer session for everyone. The Competition broke for Dinner, what served as the inspection hall turned into the dinning room. As everyone feasted on great food (no MRE's here) great fellowship and conversation. The Host Staff tallied up the scores. A very successful day of competition, judging and planning was finally coming to a head. With dinner over the Awards Ceremony began. Every cadet was praised for attending, competing and winning as individuals and in teams. The question was who made it to the finals? For Color Guard, that Honor went to the Orange County Cadet Squadron and the Drill Team went to Apex Cadet Squadron.

Closing thought, The 2009 Cadet Competition after weeks of preparation was over all to soon. Thanks must got to all the cadets who competed, making it a success. However, recognition must also be paid to the Senior staff, cadet staff and every Mom, Dad, brother, sister and friend of a cadet must also be credited for there part in the Positive shaping of a cadets life. What we do now will shape, mold and add to the quality of life for our future Citizens of the United States of America. As civilians or military They Will (as a team and individually) make a difference in how our Great Country handles itself. We Honor those who gave before us, our Veterans, Support our troops at home and overseas, Family and Friends and Ourselves.

May God Bless this Great Country of ours and Success follow our Flag no matter where ever it is flown.



Photo by 1st Lt Brandt



Photo by T/Sgt Ward USAF

Coming Events

This Event is April 25 and 26 and can be view at <http://www.wingsoverwaynearshow.com/>

I wish to ask all people who wish to participate in Wings Over Wayne to forward me an email with the phone number for contact and the extent of participation.

The wings over wayne has been extended to a new format. This year, Saturday and Sunday, will be a repeat performance of the show. The Air Force has decided that the cost to bring the Demo team to the base is better served by having a two day show that will allow the community a better opportunity to attend the show. The intent of the show is to expose the community to the Air Force and build a postive experience between the AirForce And the attendees.

Therefore, it is a great opportunity for all to recruit members to the CAP Family.

I have had several responses to date and I wish to start firming up the event

Johnston County has volunteered to bring their Visual display and I want to get this orgnized as to who will be there to recruite.

The Base is going to let us set up our display next to the CAP aircraft, which will be intermixed with the other civilian aircraft displays, next to the military static displays

I look forward to the event and ideas on how to promote CAP at thsi event

My Cell Phone is 919 252 7220

George Wolfe
Carolina Overhead Doors
CIVILAIR PATROL NC126
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**EDITORS NOTE: COMING EVENTS IS AN OPPORTUNITY TO POST
NOTICES OF YOUR UPCOMING ACTIVITIES ... AND IT'S FREE!**

JUST SEND A FEW BRIEF PARAGRAPHS TO:

CAROLINA.WINGSPAN@NCWG.CAP.GOV

... Continued from Front Cover

stated that he is an honorary member of the Goldsboro Squadron and he expressed his support for CAP. After the Congressman departed for other business, Cadet Coogan and I discussed CAP and our need for the Congressman's support with his Legislative Director, and he sounded supportive of our requests.

Next Cadet Coogan and I walked (another mile through the maze of the building's halls) to Congressman Coble's office for our 1030 hrs appointment with him. Unfortunately, the Congressman was still on the "floor" and only had time to leave the floor to meet us, shake our hands and wish Cadet Coogan success in his appointment to West Point. We spent the remainder of our time with the Congressman's Legislative Director discussing the importance of Congressman Coble's support for the restoration of CAP's O&M budget and reintroducing the HR.

While we arrived in time for our 1130 hrs appointment with Congressman Price, we were asked to come back at 1430 hrs due to an unexpected scheduling commitment on the part of the Congressman. So Cadet Coogan and I walked (at least another mile or so - so it seemed) to the cafeteria to eat and rest up for our 1330 hrs appointment. I made the mistake of agreeing with Cadet Coogan to walk up the four flights of stairs to our 1330 hrs appointment - after circling about a mile (so it seemed) in the halls around the cafeteria. No matter, we still arrived early at Congressman Shuler's office. While there we met a 50-year CAP member of the former Henderson Squadron (NC-035) who was also waiting to visit the Congressman on behalf of another organization.

Finally, at 1330 hrs we were able to meet only with the Congressman's Legislative Assistant who sounded like he would recommend to Congressman Shuler to support our two requests. Then we journeyed back - maybe another mile - to Congressman Price's office.

Finally at 1430 hrs we were admitted to Congressman Price's office only to be told that the Congressman was unavailable, so we discussed our requests with his Legislative Assistant, and departed for what I hoped would be the METRO. Nope! Cadet Coogan wanted to show me the Capitol dome, but after walking up and down stairs - about a linear stepped mile of them - we determined that we didn't want to wait in the long lines to take a tour, and so back to the METRO we walked . . . what seemed to be yet still another mile.

Thanks to Cadet Colonel Coogan's knowledge of the METRO system and the tunnels extending from them, we arrived back at the hotel about 1600 hrs flush with the feelings of support that we received from our visits to our representatives. Rest assured, however, that bedtime came early for me after all that walking!

When I get more time, I'll devise a way to bring you up to speed on the National Board's decisions for the 30 agenda items we discussed. The highlight of the National Board Meeting was that we were not required to walk from agenda item to agenda item.

Roy Douglass, Col, CAP
NC Wing Commander

